

# **NORTHERN PACIFIC RAILWAY COMPANY.**

**FARGO DIVISION**

# **TIME 41D TABLE**

**In Effect at 12:01 A. M. Central or 90th Meridian Time.**

**SUNDAY, MAY 21st, 1916.**

**For the Government of Employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Rules and always have for reference a copy of TRANSPORTATION RULES.**

**J. M. RAPELJE,**  
General Manager.

**C. L. NICHOLS,**  
General Superintendent.

**P. H. McCAULEY,**  
Superintendent of Transportation.

**F. C. HUNTINGTON,**  
Superintendent.

WESTWARD

FIRST SUB-DIVISION—(MAIN LINE).

THIRD CLASS		SECOND CLASS		FIRST CLASS							
763	761	605	603	1	3	7	9	113	135	137	
F. & S. W. Way Freight	Way Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Casselton Branch Passenger	
Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	
L 6.30AM	L 8.00AM	L 7.30PM	L 12.30AM	L 5.37PM	L 5.30AM	L 7.10AM	L 5.21PM	L 9.03AM			
						s 7.12	s 5.23	s 9.05			
6.45	8.15	7.47	12.45	s 5.44	5.37	s 7.20	s 5.32	s 9.12			
As 7.00AM	8.23	7.55	12.55	s 5.47	5.40	s 7.30	As 5.42PM	As 9.15AM	L 6.15PM	L 10.05AM	
	f 8.30	8.02	1.00	s 5.54	5.47	s 7.50					
	f 8.46			5.56	5.51	7.54			6.18	10.08	
	f 8.58								f 6.25	f 10.16	
	s 9.18	8.25	1.25			8.06			6.29	f 10.21	
	f 9.28	8.40	1.44						s 6.37	s 10.30	
	s 10.00									f 10.35	
	s 10.40	9.09	2.14	6.23	f 6.20	s 8.29			s 6.50	As 10.45AM	
	f 11.00										
	s 11.30	9.35	2.50	6.32	6.30	s 8.41			s 7.03		
	s 11.59AM	9.58	3.10	6.38	6.36	8.49			f 7.11		
	f 12.15PM	10.30	3.40	6.46	6.45	s 9.00			s 7.23		
	s 12.30	10.47	3.59	6.54	6.54	s 9.11			s 7.36		
	f 1.00	11.20	4.17	6.58	6.59	9.16			f 7.42		
		11.49PM	4.37	7.02	7.04	s 9.21			s 7.48		
		12.15AM	5.13	7.10	7.15	9.32			f 8.00		
	Via High Bridge	Via High Bridge	Via High Bridge	7.10	7.15	9.32			f 8.00		
	f 1.30	12.38	5.35	Via High Bridge	s 7.26	s 9.46			s 8.14		
	f 1.55	12.57	5.53	f 7.21	Via Valley City	Via Valley City			Via Valley City		
	f 2.15	1.06	6.04	7.29	7.40	10.01			f 8.28		
	s 2.30	1.24	6.16	7.33	7.45	10.07			f 8.35		
	s 3.00	1.45	6.47	7.39	7.51	s 10.16			s 8.45		
	f 3.20	2.03	7.10	7.47	8.01	s 10.28			s 9.00		
	s 3.40	2.20	7.30	7.53	8.08	10.38			f 9.11		
	f 4.10	2.45	7.55	7.59	8.15	s 10.47			s 9.21		
	As 4.35PM	A 3.15AM	A 8.25AM	8.09	8.26	f 11.02			f 9.37		
Ex. Sun.	Ex. Sun.	Daily	Daily	As 8.16PM	As 8.35AM	As 11.15AM			As 9.50PM		
0.30	8.35	7.45	7.55	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	
10.0	11.3	12.5	12.2	2.22	2.48	3.25	0.21	0.12	3.35	0.40	
				Average Speed per Hour	38.9	33.1	27.1	14.2	25.0	25.8	30.1

DOUBLE TRACK BETWEEN DILWORTH AND BUFFALO; BLOOM AND JAMESTOWN. SEE SPECIAL RULES, PAGE 2. MANUAL BLOCK BETWEEN ORISKA AND BEREA VIA VALLEY CITY AND BETWEEN BLOOM AND EAST YARD LIMIT BOARD, JAMESTOWN. BLOCK WILL NOT BE CLEARED UNTIL WESTWARD TRAINS ARE CLEAR OF FIRST MAIN LINE SWITCH WEST OF FIFTH AVENUE, JAMESTOWN.

REGISTERING STATIONS—Dilworth and Jamestown for all trains, Fargo for passenger trains, Bloom all westward trains. Enginemen will not be required to consult register except at initial or starting point. All first-class trains will register at Alta and Berea; all westward trains at Bloom, by "register ticket," form 608, handed to operator, who will transcribe same on register. Operator Berea will deliver to all westward trains and Operators Alta and Bloom to all second-class and inferior eastward trains a check of register, form 602.

BULLETIN STATIONS—Dilworth, Fargo and Jamestown.

STANDARD CLOCKS—Dilworth, Fargo and Jamestown.

YARD LIMITS—Fargo, Casselton, Valley City, Sanborn, Jamestown.

Fargo, Moorhead and Dilworth yards.

SEE PAGE 5 FOR LOCATION OF MAXIMUM GRADES.

Nos. 761 and 762 will carry adult male passengers.

Trains Nos. 3, 4, 7, 8, 135 and 136 or Passenger Extras handling their trains, will run via Valley City. All other trains will run via High Bridge.

Switches at Alta and Berea will be set for fine via High Bridge, and operators at these points will handle switches for trains going via Valley City when signalled by engineman for switch.

Trains running via Valley City Eastward will get block clearance at Alta whether signal shows Clear or not.

See page 5 for location of derail switches, lap sidings, helper districts and whistle signals indicating movement through interlocking plants, etc.

Two "W" engines must not cross Red River Bridge coupled together.

FIRST SUB-DIVISION (MAIN LINE)

EASTWARD

FIRST CLASS							TIME TABLE No. 41D. MAY 21, 1916. Succeeding No. 41C.	SECOND CLASS		THIRD CLASS		
138	136	114	10	8	4	2		602	762	764		
Casselton B'ch. Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Freight	Way Freight	F. & S. W. Way Freight		
Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Mon.			
		A 1.23PM	A 9.15AM	A 10.45PM	A 4.05PM	A 1.22AM	DH.....DILWORTH.....DN	As 3:30PM	As 4:25PM			
		s 1.21	s 9.13				.....DILWORTH DEPOT.....					
							.....G. N. RY. CROSSING.....					
							Track Connection 0.7 Interlocked					
		s 1.13	s 9.05	s 10.30	s 3.53	1.12	MH.....MOORHEAD.....	3:05	4:05			
							.....FARGO.....DN					
As 6:00PM	As 8:35AM	L 1.10PM	L 9.00AM	s 10.25	s 3.50	1.09	.....MILW. CROSSING.....	s 2:58	L 4:00PM			
				9.45	3.40	12.59	Track Connection 4.0 Interlocked	f 2:50				
5:57	8:30			9.41	3.35	12.54	.....HAGGART.....P	f 2:26				
f 5:48							.....FIFE.....P	f 2:13				
f 5:43	8:16			9:27	3:26	12:45	.....MAPLETON.....D	s 1:48				
s 5:34	s 8:06			s 9:18	3:19	12:38	.....NORPAK.....	f 1:35				
f 5:29							CA.....CASSELTON.....DN	s 1:05				
L 5:18PM	s 7:50			s 9:03	s 3:08	12:28	.....G. N. RY. CROSSING.....					
							Track Connection 6.0 Interlocked					
	s 7:40			s 8:50	2:58	12:19	WD.....WHEATLAND.....D	s 12:25				
	f 7:34			8:42	2:52	12:13	.....MAGNOLIA.....P	f 12:01PM				
	s 7:24			s 8:31	2:43	12:05AM	BF.....BUFFALO.....DN	s 11:30AM				
	s 7:14			s 8:20	2:34	11:57PM	CT.....TOWER CITY.....D	s 10:59				
	f 7:09			8:15	2:30	11:53	BK.....KOLDOK.....N	f 10:44				
	s 7:04			s 8:10	2:26	11:49	KA.....ORISKA.....DN	s 10:29				
	6:54			8:00	2:18	11:42	AN.....ALTA.....DN	f 10:01				
	s 6:39			s 7:45	s 2:04	11:32	VY.....VALLEY CITY.....DN	f 9:31				
	Via Valley City			Via Valley City	Via Valley City	11:24	.....HIGH BRIDGE.....P	f 9:05				
	f 6:26			7:29	1:53	11:24	BA.....BEREA.....DN	f 8:50				
	f 6:22			7:22	1:49	11:20	.....HOBART.....P	s 8:30				
	s 6:16			s 7:12	1:44	11:15	SA.....SANBORN.....DN	s 8:01				
	s 6:07			s 7:02	1:36	11:07	XN.....ECKELSON.....DN	f 7:45				
	f 6:01			6:55	1:30	11:01	.....URBANA.....P	s 7:30				
	s 5:55			s 6:49	1:24	10:56	SW.....SPIRITWOOD.....DN	f 7:05				
	f 5:45			6:38	1:15	10:47	BM.....BLOOM.....DN	L 6:45AM				
	L 5:35AM			L 6:27PM	L 1:05PM	10:37PM	JY.....JAMESTOWN.....DN	Ex. Sun.	Ex. Mon.			
Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	8.45	0.25			
0.42	3.00	0.13	0.15	3.18	2.35	2.22	Time Over Sub-division	11.1	12.0			
28.7	30.9	23.0	20.0	28.0	35.9	38.9	Average Speed per Hour					

**DOUBLE TRACK BETWEEN DILWORTH AND BUFFALO, BLOOM AND JAMESTOWN. SEE SPECIAL RULES, PAGE 2. MANUAL BLOCK SYSTEM BETWEEN ORISKA AND BEREA VIA VALLEY CITY AND BETWEEN BLOOM AND EAST YARD LIMIT BOARD JAMESTOWN. (BLOCK WILL NOT BE CLEARED AT JAMESTOWN UNTIL WESTWARD TRAINS ARE CLEAR OF FIRST MAIN LINE SWITCH WEST OF FIFTH AVENUE, JAMESTOWN.)**

**SPECIAL RULES FOR MOVEMENT OF TRAINS ON DOUBLE TRACK.**

- On double track, as indicated by division time table, Rule 86 is modified to the extent that inferior class trains and extras may run ahead of second class trains without authority of a train order.
- In manual block territory any train moving against the current of traffic must receive a proper clearance card at every open block office.
- Rule D-97 is modified to the extent that extra trains may be run with the current of traffic without orders, provided they secure a clearance, Form "A", or block clearance, Form "C", from the Operator upon entering double track. Operators must secure authority from Dispatcher before issuing clearances.
- To insure personal safety, operators having train orders or messages for passing trains should stand on the right hand side of the train and never stand between the tracks.  
See page 5 for location of DERAIL SWITCHES, helper districts and whistle signals indicating movement through interlocking plants, etc.
- Double track extends from Dilworth to switch just east of depot at Buffalo, and from Bloom to connection just west of 6th Ave., Jamestown.  
Double track switch at Buffalo will be set for eastward trains and will be handled by operator for westward trains. Double track switch at Bloom will be set for westward trains, and will be handled by operator for eastward trains.  
Eastward trains will not exceed ten miles per hour over double track switches Buffalo and Bloom.  
At Jamestown eastward trains will enter double track at cross over switch, just west of 6th Ave.  
Westward, Fargo Division, freight trains will leave westward main track at first switch west of Baggage Room and enter Jamestown Yard over old coach track.  
The cross over switches just west of 6th Ave., and switch west of Baggage Room at Jamestown will be handled by switch tender. All trains will approach these switches under full control, prepared to stop unless signaled ahead by switch tender.

WESTWARD

SECOND SUB-DIVISION (FARGO & SOUTHWESTERN BRANCH)

EASTWARD

THIRD CLASS					SECOND CLASS	FIRST CLASS		Water, Fuel, Track, Scales, Turntables and Ways	Station Numbers	Distance from Fargo	TIME TABLE No. 41D. MAY 21, 1916. Succeeding No. 41C.			Distance from Streeter	Car Capacity of Stables	FIRST CLASS		SECOND CLASS	THIRD CLASS			
787	763	143	155	139	Mixed	Passenger	Passenger				140	154	144			764	788	Passenger	Passenger	Mixed	Way Freight	Way Freight
Way Freight	Way Freight		Passenger	Passenger							Passenger	Passenger				Way Freight	Way Freight	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Mon.	Mo. We. Fri.
Tue, Th. Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.							Ex. Sun.	Ex. Sun.	Ex. Sun.			Ex. Mon.	Mo. We. Fri.					
	L 7:05 AM			L 8:40 AM				WOY 316	0.0	FO.....FARGO.....DN	147.5	Yard	As 7:10 PM			As 4:00 PM						
									1.5	.....C. M. & ST. P. RY. CROSSING.....	146.0											
	f 7:20			f 8:50				DA 4	4.2	.....COTTER.....	143.3	30	f 6:54			f 3:35						
	f 7:29			f 8:55				DA 6	6.4	.....OSGOOD.....	141.1	27	f 6:48			f 3:20						
	s 7:45			s 9:06				W 1 1/2 mi W DA 11	10.7	HC.....HORACE.....D	136.8	109	s 6:37			s 3:00						
	s 8:10			s 9:20				DA 16	16.4	SX.....WARREN.....D	131.1	35	s 6:22			s 2:30						
	s 8:25			s 9:28				DA 19	19.5	DV.....DAVENPORT.....D	128.0	43	s 6:14			s 2:12						
	f 8:55			s 9:44				DA 25	25.5	WS.....WOODS.....D	122.0	29	s 5:58			f 1:40						
	s 9:15			s 9:54				W DA 29	29.2	LR.....LEONARD.....D	118.3	100	s 5:49			s 1:20						
	f 9:40			f 10:10				DA 34	35.5	.....COBURN.....	112.0	31	f 5:33			f 12:55						
	s 10:26 139			s 10:26 763				DA 42	41.7	SH.....SHELDON.....D	105.8	103	s 5:18			s 12:35						
									44.2	.....SOO CROSSING.....	103.3											
	s 11:00			s 10:49				DA 50	50.7	BZ.....BUTZVILLE.....D	96.8	101	s 4:56			s 12:01 PM						
	s 11:40 AM 764			s 11:04 764				WCT DA 56	56.4	LB.....LISBON.....D	91.1	103	s 4:39			s 11:40 AM 10:40 763-139						
	s 12:40 PM			s 11:24				DA 63	64.0	CW.....ELLIOTT.....D	83.5	37	s 4:19			s 10:15						
	s 1:10			s 11:37				W DA 69	68.8	EV.....ENGLEVALE.....D	78.7	45	s 4:07			s 9:50						
	s 1:55			s 11:58 AM				DA 77	76.7	VR.....VERONA.....D	70.8	32	s 3:47			s 9:10						
	L 9:00 AM 764	s 2:30 788		L 3:29 PM 140	s 12:14 PM			Y DA 83	82.9	.....INDEPENDENCE.....	64.6	58	s 3:29 155	As 12:55 PM		s 8:40 787	As 1:50 PM 763					
	As 9:20 AM	s 3:13 140		As 3:44 PM	s 12:28 PM 154 12:58 PM 788			WCY DA 88	88.2	OR.....LA MOURE.....D	59.3	151	s 3:13 763	L 12:40 PM 788-139		s 8:15	L 1:30 PM 139-154					
	s 3:55			s 1:24				DB 10	98.2	BN.....BERLIN.....D	49.3	31	s 2:48			s 7:40						
	s 4:25			s 1:40				DB 16	104.3	DY.....MEDBERRY.....D	43.2	30	s 2:33			s 7:15						
	4:45			1:50				Y	108.0	.....EDGELEY JUNCTION.....	39.5		2:24			7:05						
									109.1	.....M. C. RY. CROSSING.....												
	As 4:50 PM	L 2:40 PM		As 2:05 PM				WC DB 21	109.6	ED.....EDGELEY.....D	41.1	142	L 2:20 PM	As 11:45 AM		L 7:00 AM						
		2:45						Y	108.0	.....EDGELEY JUNCTION.....	39.5			11:40								
									109.0	.....M. C. RY. CROSSING.....	38.5											
		s 3:00						DB 26	114.4	.....DEISEM.....	33.1	22		s 11:00								
		s 3:30						DB 34	122.2	JU.....JUD.....D	25.3	36		s 10:30								
		s 3:55						W DB 41	129.4	AD.....ALFRED.....D	18.1	25		s 10:00								
		s 4:25						DB 48	136.4	GC.....GACKLE.....D	11.1	43		s 9:40								
	As 5:20 PM							CY W DB 69	147.5	SR.....STREETER.....D	0.0	40		L 9:00 AM								
	Tue, Th. Sat.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.								Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Mon.	Mo. We. Fri.					
	0.20	9.45	2.40	0.15	4.55					Time Over Sub-division			4.50	0.15	2.45	8.00	0.20					
	15.9	11.2	15.4	21.2	22.2					Average Speed per Hour			22.6	21.2	14.9	13.7	15.9					

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

REGISTERING STATIONS—Fargo, Independence, La Moure, Edgeley and Streeter. Except No. 763 will not register at Fargo. Enginemen will not be required to consult register except at initial or starting point. See rule 83a.  
 BULLETIN STATIONS—Fargo, Edgeley and La Moure.  
 STANDARD CLOCK—Fargo.  
 YARD LIMITS—Lisbon, La Moure, Edgeley and Streeter. The switches at Independence and La Moure will be set for the Fargo & Southwestern Branch. Switch at Edgeley Junction will be set and locked for Edgeley Spur. See page 5 for location of DERAIL SWITCHES.

No. 139 has right over 140, Fargo to Edgeley. Doubling Spur 2 1/2 miles east of Lisbon. Capacity 28 Cars. Switch at East end.  
 " Track 2 " west " Elliott. " 24 " " Both ends.  
 " Spur 5 " " La Moure. " 15 " " West end.  
 Nos. 763 and 764 will carry adult male passengers between Fargo and Edgeley. Nos. 787 and 788 will carry adult male passengers between La Moure and Independence. Trains passing La Moure between 8 p. m. and 8 a. m. will not require clearance as per rule 83a, unless train order signal is at stop.



WESTWARD		THIRD SUB-DIVISION (CASSELTON BRANCH)				EASTWARD			
THIRD CLASS		FIRST CLASS	Time Table No. 41D. MAY 21, 1916. Succeeding No. 41C.				FIRST CLASS	THIRD CLASS	
765		137	STATIONS				138	766	
Way Freight		Passenger	Telegraph Offices and Calls.				Passenger	Way Freight	
Mo. We. and Fri.		Ex. Sun.					Ex. Sun.	Tue. Thur. and Sat.	
L 8.00AM	L 10.47AM	CT	336	0.0	CA.....CASSELTON.....DN	60.2	225	As 5.18PM	As 1.25PM
f	f 10.52		DG	1	.....LANGERS.....	58.4	10	f 5.12	f
f	f 10.58		DG	4	.....PERSIS.....	56.0	5	f 5.06	f
f	f 11.03		DG	6	.....MYRA.....	54.0	17	f 5.01	f
s 9.10	s 11.21		DG	12	EB.....EMBDEN.....D	47.5	38	s 4.45	s 12.25PM
f 9.34	f 11.33		DG	17	.....FABIAN.....	43.4	17	f 4.34	f 11.59AM
s 9.47	s 11.39	W 3 mi W	DG	19	AL.....ALICE.....D	41.2	36	s 4.28	s 11.39
f	f 11.55AM		DG	24	.....ELIZABETH.....	35.5	10	f 4.13	f
s 10.39	s 12.04PM		DG	27	LC.....LUCCA.....D	32.4	39	s 4.04	f 10.40
s 11.07	s 12.17		DG	32	N.....NOME.....D	27.7	40	s 3.51	s 10.15
s 11.30	s 12.29		DG	36	.....EASTEDGE.....	23.5	18	s 3.39	s 9.40
s 11.54AM	s 12.41	C W 1 mi E	DG	41	KR.....KATHRYN.....D	19.1	39	s 3.27	s 9.15
s 12.30PM	s 1.00		DG	47	HS.....HASTINGS.....D	12.5	17	s 3.09	s 8.40
s 1.00	s 1.15	W 5 mi W	DG	52	VI.....LITCHVILLE.....D	7.3	60	s 2.55	s 8.10
As 2.20PM	As 1.55PM	CY	DG	60	MR.....MARION.....D	0.0	68	L 2.35PM	L 7.30AM
Mo. We. and Fri.	Ex. Sun.							Ex. Sun.	Tue. Thur. and Sat.
5.40	2.48				Time Over Sub-division			2.43	5.55
10.6	21.5				Average Speed per Hour			22.1	10.1

WESTWARD		FOURTH SUB-DIVISION (COOPERSTOWN BRANCH)				EASTWARD			
THIRD CLASS		FIRST CLASS	Time Table No. 41D. MAY 21, 1916. Succeeding No. 41C.				FIRST CLASS	THIRD CLASS	
767		141	STATIONS				142	768	
Way Freight		Passenger	Telegraph Offices and Calls.				Passenger	Way Freight	
Mo. We. and Fri.		Ex. Sun.					Ex. Sun.	Tue. Thur. and Sat.	
L 8.00AM	L 10.45AM	CY	385	0.0	SA.....SANBORN.....DN	62.9	243	As 6.45PM	As 2.40PM
s 9.15	s 11.12	W	DC	9	OD.....ROGERS.....D	53.0	50	s 6.17	s 1.45
s 10.30	s 11.34		DC	18	DZ.....DAZEY.....D	44.9	63	s 5.55	s 12.55
s 11.25	s 11.49		DC	24	WA.....WALUM.....D	39.4	32	s 5.40	s 12.20PM
s 11.58AM	s 11.58AM	W	DC	27	.....G. N. RY. CROSSING.....	36.4			
f 12.35PM	f 12.15PM		DC	32	HF.....HANNAFORD.....D	36.2	34	s 5.31	s 11.58AM
s 1.00	s 12.26	CT	DC	36	.....SHEPARD.....	30.0	30	s 5.14	f 11.15
f 1.30	f 12.37		DC	40	CP.....COOPERSTOWN.....D	26.1	185	s 5.03	s 10.50
s 2.00	s 12.51		DC	45	.....LOVELL.....	22.1	22	f 4.52	f 10.20
s 2.30	s 1.06	W	DC	51	JS.....JESSIE.....D	17.1	37	s 4.38	s 9.50
f 3.00	f 1.21		DC	56	BO.....BINFORD.....D	11.7	98	s 4.23	s 9.10
As 3.50PM	As 1.40PM	CY	DC	63	.....MOSE.....	6.4	13	f 4.08	f 8.35
Mo. We. and Fri.	Ex. Sun.				MY.....McHENRY.....D	0.0	188	L 3.50PM	L 8.00AM
7.50	2.55							Ex. Sun.	Tue. Thur. and Sat.
8.0	21.5				Time Over Sub-division			2.55	6.40
					Average Speed per Hour			21.5	9.4

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

REGISTERING STATIONS—Casselton and Marion.  
 BULLETIN STATION—Casselton.  
 STANDARD CLOCK—Fargo.  
**No. 137 has right over No. 138, Casselton to Marion.**  
 Nos. 765 and 766 will carry adult male passengers between Casselton and Marion.  
 DERAIL SWITCHES—Kathryn house track, east end; Nome house track, west end.  
 YARD LIMITS—Marion.

REGISTERING STATIONS—Sanborn and McHenry.  
 BULLETIN STATION—Sanborn.  
 STANDARD CLOCK—Jamestown.  
 Doubling track at M. P. 30.  
**No. 141 has right over No. 142, Sanborn to McHenry.**  
 Nos. 767 and 768 will carry adult male passengers between Sanborn and McHenry.  
 DERAIL SWITCHES—Dazey: House Track, east end; Shepard, siding east end.  
 YARD LIMITS—McHenry.

MAXIMUM CLEARANCE ALL SUB-DIVISIONS—LIMIT OF LOAD—MEASUREMENT—HEIGHT 21 FEET, WIDTH 11 FEET 6 INCHES.

TONNAGE RATINGS—FREIGHT ENGINES.

	Class T		Class W	
	Tons	Cars	Tons	Cars
First Sub-division—West. Dilworth to Casselton .....	3200		Car Limit	
Casselton to Jamestown.....	2120		2700	
First Sub-division—East. Jamestown to Buffalo.....	2700		3500	
Buffalo to Dilworth .....	Car Limit		Car Limit	

- The rating is made to govern ruling grades only, and will in no manner interfere with the handling of additional tonnage where grades will permit.
- Reduce Rating; 5 per cent between 30 and 20 above: 10 per cent between 20 and 10 above zero: 15 per cent between 10 above and 10 below zero: 25 per cent when temperature is below 10 below zero.

**MAXIMUM GRADES.**

Alta to Valley City, Berea to Valley City. Two miles west, Bloom to Jamestown. Before descending, freight trains must come to a full stop—air brakes must be tested and known to be working through and signal received from the rear end of train. Passenger trains will be governed by Rule 703. If for any reason a westward freight train stops at Spiritwood or Bloom, the air test may be made then and an additional stop will not be required.

**DERAIL SWITCHES**

**FIRST SUB-DIVISION (Main Line)**

LAP SIDING:—Tower City—Sanborn—Eckelson.  
HELPER DISTRICTS:—Jamestown to Bloom—Koldok to Alta.

**DERAIL SWITCHES:**  
Fargo..... Old House Track..... East end.  
Norpak..... Elevator Track..... East end.  
Glacis..... Commercial Track..... East end.  
Buffalo..... House Track..... West end.

Buffalo..... Elevator Track, North..... East end.  
Buffalo..... Quirk Spur..... East end.  
Tower City..... Elevator Spur..... East end.  
Tower City..... House Track..... East end.  
Koldok..... Coal Dock Track..... East end.  
Oriska..... House Track..... East end.  
Alta..... Storage Track..... West end.

Alta..... Elevator Spur..... West end.  
Gorman..... Spur Track..... West end.  
Berea..... Storage Track..... East end.  
Sanborn..... Storage Track..... East end.  
Sanborn..... Elevator Track..... West end.  
Spiritwood..... House Track..... East end.

**SECOND SUB-DIVISION (Fargo & Southwestern Branch)**

**DERAIL SWITCHES:**  
Soo Crossing West of Sheldon.. Transfer Track..... East end.  
Lisbon..... Wood Spur..... West end.  
Lisbon..... Gravel Pit Track and Guptils Spur... East end.  
Elliott..... House Track..... East end.  
Elliott..... Doubling Spur..... Both ends.

Verona..... Stock Yard Track..... East end.  
Verona..... Siding..... West end.  
Independence..... North Track and South Track... West end.  
Medberry..... Siding..... East end.  
Edgeley..... Milwaukee Transfer and Old Location Spur East end.

Deisem..... Siding..... West end.  
Jud..... Siding..... East end.  
Alfred..... Siding..... East end.  
Streeter..... House Track..... West end.

**COMMERCIAL SPURS.**

**FIRST SUB-DIVISION.**

	Distance from Dilworth.	
Dalrymple	22.4 Miles	
Glacis	28.4 Miles	
Gorman	59.0 Miles	
Watts	2.0 Miles	

Whistle signals indicating desired movement through interlocking plants at Casselton, Milwaukee Crossing and Moorhead:

For Main Line eastward or westward or to the Main Line from diverging routes, one long ———.

For diverging route or transfer from the Main Line, one long one short and one long ——— o ———.

For crossovers from Main Line to Main Line, two long and one short, ——— o.

Trains desiring to move from Main Line through the crossover to diverging routes will use the whistle signal for diverging routes.

**AUTHORIZED SURGEONS, FARGO DIVISION.**

**LOCATION OF STRETCHERS (S).**

DR. A. W. IDE, Chief Surgeon, Brainerd.  
DR. J. W. AWTY, Moorhead.  
DR. W. H. ABORN, Dilworth, Dilworth Car Shop (S), Dilworth Tool Car (S).  
DR. PAUL SORKNESS, Fargo (S), Dilworth Store Room (S).  
DR. A. G. PATTERSON, Lisbon (S).  
DR. H. J. ROWE, Casselton (S).  
DR. FRED SOPER, Kathryn.  
DR. T. M. STIXRUD, Litchville.  
DR. E. B. CROSBY, Oriska.  
DR. E. A. PRAY, Valley City (S).

DR. A. A. J. LANG, Sanborn (S).  
DR. C. L. BRIMI, Cooperstown (S).  
DR. W. A. GERRISH, Jamestown (S), Jamestown Tool Car (S).  
DR. E. A. LE BIEN, McHenry, Jamestown Store Room (S).  
DR. P. J. WEYRENS, Sheldon.  
DR. A. E. HILLIS, La Moure.  
#DR. G. B. DIBBLE, La Moure.  
DR. L. B. GREEN, Edgeley.  
DR. T. P. MARTIN, Streeter.  
DR. F. H. BAILEY, Oculist, Fargo.

#Alternate Surgeon.

**NOTE.**

Surgeons will attend, when called upon officially, to all cases of accident occurring to employes or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary, proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge; and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association, after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished only at our own hospitals. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

**J. B. GLASGOW,**  
Trainmaster.

**J. F. TRACY,**  
Trainmaster.

**E. J. BRIERLEY,**  
Chief Dispatcher.

